

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-53) Page 1

SPECIAL HANDLING REQUIRED in accordance with
Para. 46, OPNAV INSTRUCTION 3750.6, effective 1-5-54

OPNAV REPORT 3750-1

PART 1 GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY C.O. FITRON NINE TWO	2. SERIAL NO. 1-64A	3. DTG (LOCAL) OF MIDWAT 121257U Feb	4. MODEL AIRCRAFT F4B	5. BUREAU NUMBER 149454
6. LOCATION OF MIDWAT TO: Commander, Naval Aviation Safety Center	7. LOCATION OF MIDWAT 230°M 65°N NAS Miramar	8. DAMAGE ALPHA		
9. VIA: C.O. FITRON NINE TWO COMCARAIRWING NINE COMFAIRSAN DIEGO COMNAVAIRPAC	10. TIME OF DAY Day	11. TIME IN FLIGHT 01 + 24	12. FLIGHT CODE 1A6	
13. CLEARED FROM: NAS Miramar TO: NAS Miramar		14. TYPE CLEARANCE VFR Local	15. AIRSPEED 300 E	16. A/C WEIGHT 38,000
17. BRIEF DESCRIPTION OF MIDWAT Left roll through inverted position. Collision with water, uncontrolled.		18. ELEVATION AT TIME OF MIDWAT S.L. 0	TERRAIN	
19. LIST MODEL, BURO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-3 for each A/C)				

* FACTOR	* FACTOR	* FACTOR
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(b) (5)

SECTION B. CONTRIBUTING FACTORS

1. NAME (Last, first, & middle initial) PILOT (at controls at time of mishap) RENEAU, James A	2. GRADE LTJG	3. SERVICE NO. (b) (6)	4. BRANCH 1375 USNR	5. GRADE (b) (6)	6. POSITION 1	7. POSITION Pilot	8. POSITION Front Cockpit A
CO-PILOT (Specify & submit separate page 1)							

SECTION C. PERSONNEL DATA	PILOT EXPERIENCE IN HOURS	11. ALL MODELS		509	17. CY LANDING DAY/NIGHT		ALL	27	10
		12. ALL MODELS IN LAST 12 MONTHS		221	18. FOLP LANDING LAST 6 MONTHS DAY/NIGHT		IN MODEL	15	10
		13. ALL MODELS IN LAST 3 MONTHS		96	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED		ALL	37	114
		14. ALL SERIES THIS MODEL		172	20. NIGHT HOURS LAST 3 MONTHS		IN MODEL	37	114
		15. ALL SERIES THIS MODEL LAST 12 MONTHS		22	21. TOTAL HOURS IN JETS (if not in model)		ALL	9	1
		16. ALL SERIES THIS MODEL LAST 3 MONTHS		3	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL		IN MODEL	9	1
		17. DATE/GRADE LAST AIRCRAFT STANDARDIZATION CHECK		13 NOV 1963	23. TYPE INSTRUMENT CARD		ALL	58	58
		24. NAME (Last, first, & middle initial)		LT	25. GRADE		DATE	10 Feb 1964	
		26. SERVICE NO.		USNR	27. POSITION		DURATION	2.5	
		28. POSITION		P	29. POSITION		Stan		

OP-007

OTHER PERS.

25. NAME (Last, first, & middle initial) BUTNER, Richard W.	26. GRADE LT	27. SERVICE NO. USNR	28. POSITION (b) (6)	29. POSITION P	30. POSITION RIO	31. POSITION Rear Cockpit
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AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63)

SPECIAL HANDLING REQUIRED in accordance with

OPNAV REPORT 3750-1

Form 66, OPNAV INSTRUCTION 3750, 1st Edition

PART II MAINTENANCE, MATERIAL, AND FACILITY DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
	18 APR 62	532.8	1	2	55.2	HAS N.I.	CAL/HAS 11/2/63	55.2	75	
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
	(1)									
	(2)									
	(3)									
	(4)									
C. COMPONENT HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURER'S PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WERE DIR. REQUESTED	8. SER. NO. FWD/AFWD		
	(1)									
	(2)									
	(3)									
	(4)									
D. INCIDENTS & GROUND ACCIDENTS	1. PARTS REPAIRED		2. PARTS REPLACED							
	PART NUMBER	NOMENCLATURE	PART NUMBER	NOMENCLATURE						
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. MS	3. RPM	4. EGT	5. WARELVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ALTITUDE		
	8. G FORCES	9. RELIGHT	10. ALTITUDE	11. MS	12. MAX EGT	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS			
		<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED				<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL				
	INTENTIONAL SECURE	15. ENGINE SYMPTOMS			16. CAUSE OF SYMPTOMS					
RECIPROCATING ENGINE FAILURE										
	17. ALTITUDE	18. MS	19. ALTITUDE	20. RPM	21. MAP	22. TORQUE/BNP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE		
INTENTIONAL SECURE	25. ENGINE SYMPTOMS			26. CAUSE OF SYMPTOMS						
F. OTHER REPORT	IDENTIFY OTHER REPORTS CONCERNING THIS MIS-OP									
	1. AMFUR SERIAL NUMBER									
	2. DIR MESSAGE REQUEST DATE-TIME-GROUP									
	3. OTHER Preliminary Message Report: VF-92 130122Z									
4. Supplementary Message Report: VF-92 132255Z										

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63)

SPECIAL HANDLING REQUIRED in accordance with

OPNAV REPORT 3750-1

Para. 66, OPNAV INSTRUCTION 3750-1, 1st Edition

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING		3. WIND OVER DECK		4. RELATIVE WIND		5. APPROACH/END SPEED	
6. MARK NUMBER		7. MODEL NUMBER		8. LOCATION OF SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER			
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED									
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.									
G. SHIPS DATA	ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS CONSTANT PRESSURE		15. CONSTANT RUNOUT (WT. LBS.)		16. ACCUMULATOR PRESSURE (PSI)	
				DOME (P.S.I.)		RATIO			
	DECK PENDANT								
	DECK PENDANT								
	BARRIER/BARRICADE								
H. DEPLOYMENT	FOR ACCIDENTS ABOARD CARRIERS (complete on file)								
	1. DATE DEPLOYED COMUS			3. DAY HOURS/LANDINGS SINCE DEPLOYMENT			4. DAY HOURS/LANDINGS LAST 30 DAYS		
	2. NO. DAYS OPERATING PERIOD								
	5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED			6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT			7. NIGHT HOURS/LANDINGS LAST 30 DAYS		
I. WEATHER	WEATHER AT SCENE OF MISHAP								
	1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY		4. TEMPERATURE RUNWAY OUTSIDE AIR		5. DEW POINT		6. ALTIMETER SETTING
	Clear	15							
	7. OTHER WEATHER CONDITIONS (wind shift, icing level, sea state, density altitude, as appropriate)								

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
				20C NAVHIBSPECN DIRECT (AND) 10C BUMPS DIRECT (AND) COMCARANING 9 COMFAIRSAN DIEGO COMNAVAIRPAC BOWEPSREP ST. LOUIS DIO/S NORTON AFB Naval Parachute Facility
COST DAMAGE TO:			3. GOVERNMENT PROPERTY NONE	4. PRIVATE PROPERTY NONE
			5. DATE SUBMITTED TO CG 3 March 1964	

(b) (6)

PART V THE ACCIDENT

At approximately 1030U on 12 February 1964 the following personnel began to brief for a scheduled low altitude intercept flight:

(b) (6)

NG 207

LTJG RENEAU
LT BUTNER

NG 209

The briefing was normal. One aircraft was to act as target, the other as fighter. Halfway through the flight the aircraft would switch. Altitudes would be 1000 and 2000 feet for the first runs, then dropping to 500 and 1000 feet.

The controller assigned was BIG BROTHER, with COMPTON PALACE as backup.

The flight made a section takeoff on runway 24R at NAS Miramar at 1133U and made a Seawolf 3 instrument departure. NG 209 flew wing, and during the takeoff developed mild oscillation in roll. The RIO, LT BUTNER, asked about the oscillations and LTJG RENEAU replied that the aircraft was out of trim.

A second set of roll oscillations developed during the departure. The pilot again stated the aircraft was out of trim. The pilot then said he thought the centerline tank was loose causing the roll oscillations. NG 209 asked NG 207 to check his centerline tank as he thought it might be loose. The lead was changed, NG 207 made a visual inspection of 209 and could not see any movement of the tank. The flight continued.

Shortly thereafter LTJG RENEAU asked LT BUTNER to jot down that the stick had $\frac{1}{2}$ to $\frac{3}{4}$ inch side play. This was the source of some concern to LT BUTNER. (Eight days before a pilot had downed an aircraft for too much stick play, and maintenance had found the cannon plug at the base of the force transducer loose and ready to disconnect. See enclosure 15).

LT BUTNER asked if LTJG RENEAU were familiar with this occurrence, and LT RENEAU said no. LT BUTNER explained it to him and stated that the flight would use a minimum altitude of 1000 feet vice the 500 feet briefed. The pilot agreed. No more oscillations occurred, and LTJG RENEAU made no statements indicating further difficulty.

The flight attempted to contact BIG BROTHER and failed. (The flight took off 42 minutes ahead of schedule). Contact was made with COMPTON PALACE and four (4) low altitude intercepts were run. The radar went out in NG 209 and the pilots agreed 209 would act as target during the flight. During the intercept the flight had difficulty remaining clear of other aircraft and ships, and was using hard turns attempting to remain in clear areas. NG 209 made turns using up to 45° of bank during this time.

The flight then tried again to contact BIG BROTHER; control was transferred to USS TOPEKA, and an intercept attempted. The flight leader (LT (b) (6)) was concerned about ships and aircraft in the area and asked to be vectored south to get clear. The two aircraft joined up with 209 in the lead and were vectored south, passing directly over the USS TOPEKA at 1000 feet, 300 knots.

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P 3750.0B

(4)

Shortly thereafter the flight approached a column of LST's. The flight leader dropped to an altitude of 500 feet to see if the LST's were firing. He observed that the crew was at General Quarters.

The flight passed over the LST's with NG 209 at 1000 feet and 207 at 500 feet almost directly below 209. At this time or shortly thereafter, LTJG RENEAU asked his RIO where 207 was. LT BUTNER replied that he couldn't see 207. LTJG RENEAU then transmitted "207 what's your position". 207 made no reply as he was returning to an easily visible wing position. LTJG RENEAU again asked his RIO "where's 207" and LT BUTNER replied "It is at 4 O'clock". LTJG RENEAU then turned his head and looked at 207.

The flight continued to a point seven (7) to ten (10) miles from the LST's flying at 1000-1200 feet, 300 knots. NG 209 then began to roll smoothly to the left with no apparent movement in pitch or yaw. As it approached the inverted position the nose began to drop and as it passed inverted the nose fell through rapidly.

At this point LT BUTNER started to eject, and as he reached for the face curtain he felt the aircraft begin to buffet. There was no transmission from the pilot nor did LT BUTNER have time to ask what had happened. Simultaneously NG 209 was going out of sight behind and below NG 207, and LT (b) (6) was transmitting "Pull it up", "Pull it up". NG 209 disappeared from LT (b) (6) view in an attitude 30° nose down and 45° right bank, still rolling left.

The transmission "Pull it up" was the last thing LT BUTNER heard before ejection. His ejection was completely successful resulting in minor bruises and a cut tongue. NG 209 crashed at 230°M, 65 NM from NAS Miramar, in 650 fathoms of water. The pilot LTJG RENEAU was killed on impact. LT BUTNER was rescued by the USS TOPEKA after approximately one (1) hour in the water.

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P 3750.6E

PART VI DAMAGE TO AIRCRAFT

The aircraft crashed at sea in 650 fathoms of water and was completely destroyed. The following items were recovered:

- a. The pilot's Scott Pan, parachute and flight gear
- b. The RIO's Scott Pan, survival equipment and flight gear
- c. One (1) nose wheel and tire
- d. Two (2) high pressure air bottles
- e. Three (3) sections of honeycomb
- f. Aft half of centerline fuel tank

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P 3750

PART VII THE INVESTIGATION

(b) (5)



SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P 3750.6E

(b) (5)



SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P 3750.6E

(b) (5)



(b) (5)



SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P3750.6E

(b) (5)



SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P3750.6E

(b) (5)



SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P 3750.6E

PART VIII THE ANALYSIS

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST P 3750.6E

PART IX CONCLUSIONS

(b) (5)



SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P 3750.6E

(14)

STATEMENT OF LT. RICHARD WILLIAM BUTNER. (b) (6) /1355

(b) (5)



SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P 3750.6E Enclosure (2)

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)(6) of the
FOIA.

RESUME OF PILOTS FLIGHT EXPERIENCE

<u>Fiscal Year</u>	<u>Command Attached</u>	<u>Model Aircraft</u>	<u>Flight Hours</u>	<u>CV Landings Day/Nite</u>	<u>Operational/Proficiency</u>
1962	Naval Air Training	T-34	33	0/0	Operational
		T2J	94	0/0	Operational
1963	Naval Air Training	T2J	15	6/0	Operational
		F9F-8B/T	115	6/0	Operational
		F-11A	29	0/0	Operational
		TF-9J	2	0/0	Operational
	Naval Justice School	T1A	3	0/0	Proficiency
	VF-121	TF-9J	27	0/0	Operational
1964	VF-121	TF-9J	11	0/0	Operational
		TF-10B	1	0/0	Operational
		F-4A/B	111	11/6	Operational
	VF-92	F-4A/B	88	4/4	Operational
		TF-9J	8	0/0	Operational

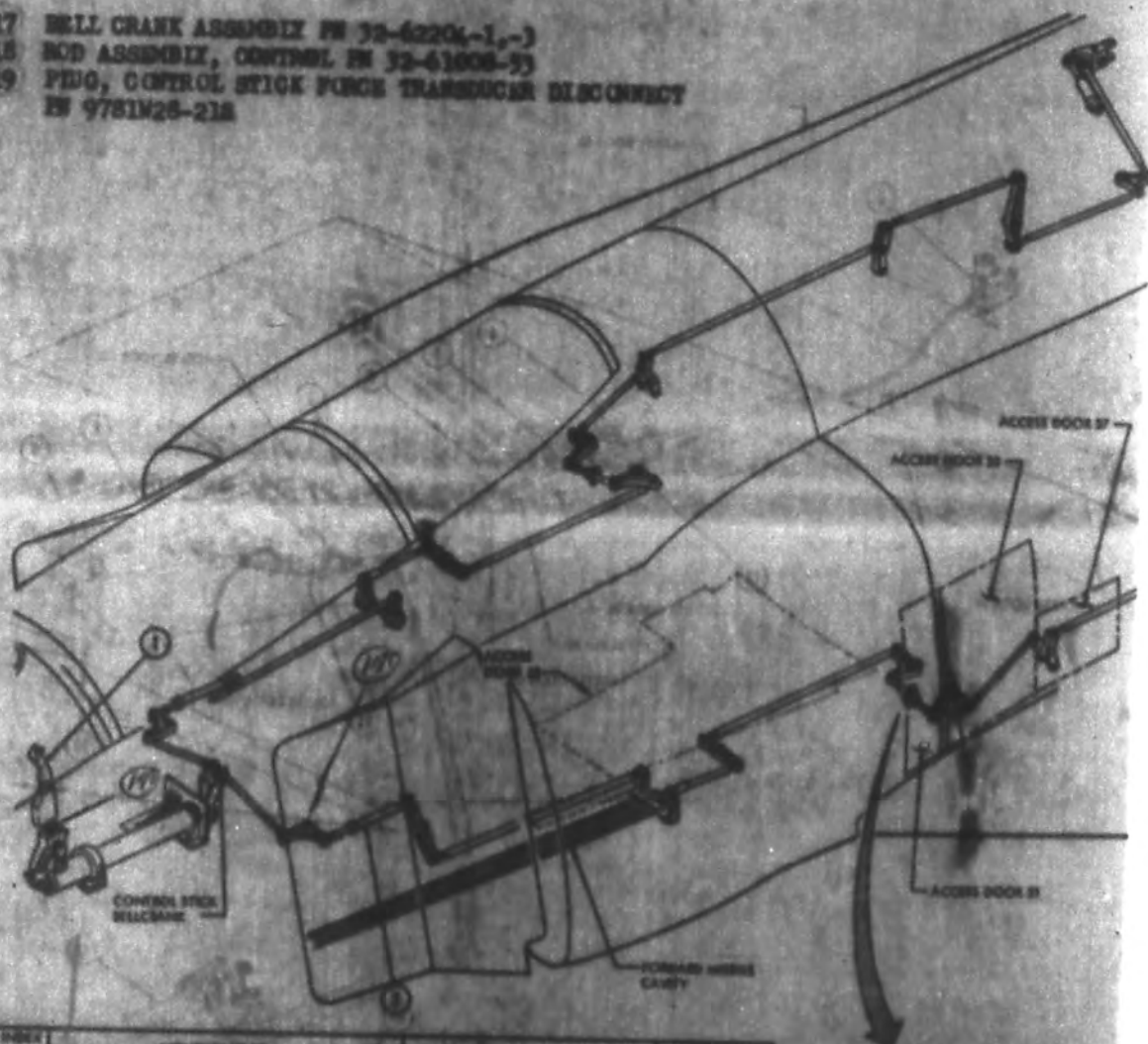
E. D. Evans
E. D. EVANS
LT USN

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPNAVINST P3750.6E

enclosure (14)

All statements withheld
under exemption (b)(5).

- 17 BELL CRANK ASSEMBLY PN 32-62204-1,-3)
 18 ROD ASSEMBLY, CONTROL PN 32-61008-33
 19 PISO, CONTROL STICK FORCE TRANSDUCER DISCONNECT
 PN 9781N28-218



INDEX NO.	DESCRIPTION	LOCATION	WING-21 OBSERVATION
1	CONTROL STICK BELLCRANK	WING-21 CAVITY	22-10000
2	LATERAL CONTROL STICK BELLCRANK	WING-21 CAVITY 2	22-10000
3	LATERAL FULL THROTTLE ACTUATOR	WING-21 CAVITY 2	22-10000
4	LATERAL WING SERV ACTUATOR	WING-21 CAVITY 2	22-10000
5	WING SERV BELLCRANK	WING-21 CAVITY 2	22-10000
6	WING SERV BELLCRANK	WING-21 CAVITY 2	22-10000
7	SHOULDER SERV BELLCRANK	WING-21 CAVITY 2	22-10000
8	AIRBORNE POWER CONTROL CYLINDER	WING-21 CAVITY 2	22-10000
9	AIRBORNE POWER CYLINDER	WING-21 CAVITY 2	22-10000
10	OUTBOARD SPIN ACTUATING CYLINDER	WING-21 CAVITY 2	22-10000
11	INBOARD SPIN ACTUATING CYLINDER	WING-21 CAVITY 2	22-10000
12	LATERAL CONTROL STICK BELLCRANK AND WING SERV ACTUATOR	WING-21 CAVITY 2	22-10000
13	SPIN FOLLOW-UP CYLINDER	WING-21 CAVITY 2	22-10000
14	OUTBOARD SPIN FOLLOW-UP CYLINDER	WING-21 CAVITY 2	22-10000
15	INBOARD SPIN FOLLOW-UP CYLINDER	WING-21 CAVITY 2	22-10000



VF-92 AAR 1-64, A encl. (17)

Figure 22. Lateral Control System Installation Sheet 10

SPECIAL HANDLING PREPARED IN
 ACCORDANCE WITH OBSOLETE P 3780.02

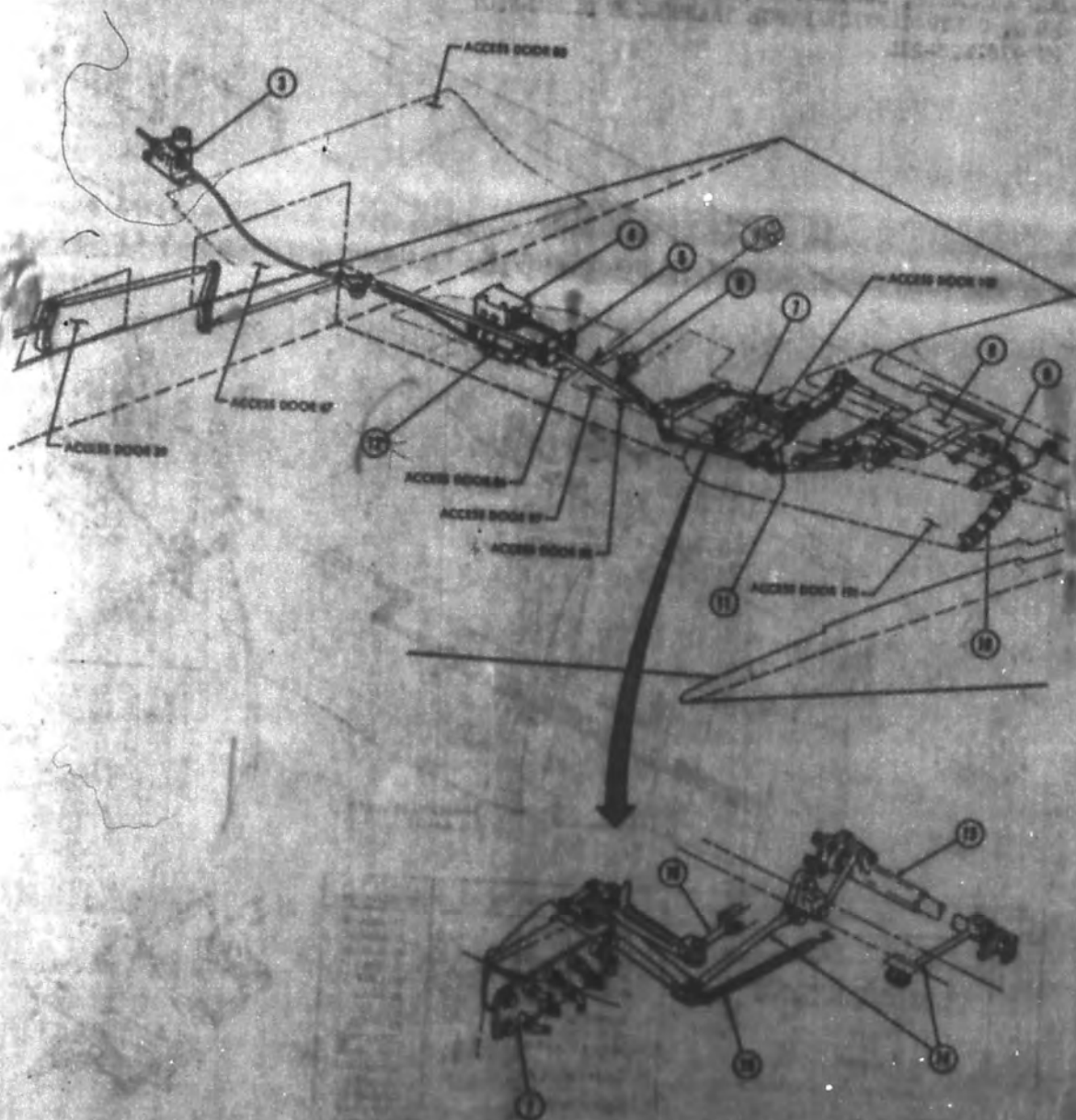


Figure 2-4. Lateral Control System Installation (Sheet 2)

VF-92 AAR 1-64; A encl. (18)

SPECIAL HANDLING REQUIRED AS
ACCORDANCE WITH OTRAVINIST P 3750.65

FIGHTER SQUAD ON NINETY-TWO
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
WEDNESDAY 12 FEBRUARY 1964

SUNRISE 0637
SUNSET 1731
MOONRISE 0618
MOONSET 1653

SDO: LTJG JONES

DUTY TEST PILOT/RIO: FROMERSBERGER/TEA

EMERGENCY OF THE DAY: FUEL BOOST PUMP FAILURE

EVT	PILOT/RIO	MODEX	ETE	ETD	TO/LND	ATE	MISSION/REMARKS	C/I
1	BRULEY WILSON		1.8	1200			COMPTON PALACE 309.8 FW-9 (RW-9)	
	YERKES YOUNG		1.8	1200			" RW-38	
2	SELGRATH MC GLOTHLIN		1.8	1215			BIG BROTHER 270.6 FW-15 (RW-21)	
	RENEAU BUTNER		1.8	1215			" RW-21	
3	BRULEY WILSON		1.8	1600			COMPTON PALACE 309.8 FW-10 (RW-10)	
	YERKES YOUNG		1.8	1600			" RW-39	
4	SELGRATH WILSON		1.8	1615			COMPTON PALACE 309.8 FW-16 (RW-18)	
	RENEAU BUTNER		1.8	1615			" RW-38	

NOTES AND REMARKS:

1000 - GREENWOOD - MODEX 212 COMPASS ROSE

MISSIONS LOST:

A/C ABORT _____
A/C AVAIL _____
OPS CANX _____
Wx _____
WPNS SYS _____
CONTROL _____
OTHER _____

HRS SCHEDULED/FLOWN
SORTIES SCHED/FLOWN

DAY

14.4

8 /

NITE

/

TOTAL

14.4 /

8 /

STATUS BOARD ENTERED

I certify that each pilot will be briefed on weather, flight plan and other pertinent information, and shall possess necessary maps and charts. All pilots hold a valid instrument rating.

SUBMITTED:

/s/

K. C. BRULEY
LCDR USN
OPERATIONS OFFICER

APPROVED:

/s/

B. D. LEVI, Jr.
Cdr. USN
COMMANDING OFFICER

DISTRIBUTION:

CO (1) NAS OPS (6)
XO (1) BULLETIN BOARD (1)
SDO (1) ALL VF-92 SPACES (1)
BOQ (2)
CFAD (1)
LINE (5)

(SDO SIGNATURE)

SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH OPERATING F3750.62

encl. (19)

(b) (6)

RESCUE REPORT

OPNAV FORM 3750-12 (3-63)

SPEC AND LING REQUIRED IN ACCORDANCE WITH OPHAVINST 0.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM USS TOPKAI (CAG-8)		2. DATE OF MISHAP 12 FEB 1964		2A. DATE OF RESCUE 12 FEB 1964	
3. LOCATION AND DUTIES OF RESCUE VEHICLE 32-38N 119-13W 1200 POSIT		4. RESCUE VEHICLE (Type/model) Conducting controlled aircraft intercepts LOCAL OPAREA (CAG-8)			
5. NUMBER OF PERSONNEL 11	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 10	5B. TO BE RESCUED 1	5C. RESCUED 1	5. RESCUE BACK UP MEMO LST-1148 and LST-836 on scene	
7. TIME SEQUENCE OF EVENTS (Local Date Time Group)			9. WEATHER CONDITIONS AT RESCUE SITE		
24. Alert Received Method CAG received MAYDAY over Air Control ckt. CL-10 (307.4 MC)			9A. WATER TEMPERATURE 64.0 °F		
25. Vehicle Departed Distance to Scene 17 miles			9B. AIR TEMPERATURE 61.0 °F		
26. Arrived on Scene Search Required None - Ship was directed to scene by orbiting aircraft			9C. WIND VELOCITY 16Kts.		
27. Located Survivor Method of Locating Visual - directed by orbiting aircraft			9D. SEA STATE/WAVE HEIGHT/FREQUENCY, TERRAIN DESCRIPTION 3/5ft./CSEC		
28. Begin Retrieval Method No Sight First Aircraft debris			9. EQUIPMENTS ACTUALLY USED DURING RESCUE		
29. End of Retrieval Subsequently Set course for San Diego Harbor			Survivor brought aboard by unknown. Body recovered by motor whaleboat.		
30. Survivor(s) Disembarked San Diego Outer Harbor					

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)
No difficulties encountered in recovering survivor.
Body of pilot was suspended in water under life raft, not visible until life raft was recovered by whaleboat.

11. PERSONNEL REQUIRING RESCUE	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT
NAME- LAST FIRST INITIAL		Physical condition, ignorance of equipment, sea state, etc.
KENEAU, James A.	Downed aircraft	Downed
BUTNER, Richard W.	Downed aircraft	Good physical condition

12. REMARKS: (Training of rescue team or crew, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)
Ship's Rescue Detail handled situation proficiently.
USS SUMNER COUNTY (LST-1148) COMLANDSIFTLOT ONE EMBARKED and USS BOLINE COUNTY (LST-836) assisted in recovering debris of aircraft.

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving-Survivor's statements	
14. BY NAME, CAPT, USN, Commanding Officer	SIGNATURE OF SUBMITTING OFFICIAL
15. NAME AND TITLE OF FORWARDING OFFICIAL	SIGNATURE OF FORWARDING OFFICIAL



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 FEB 64; P4B, HUNO: 149454; PILOT: RENEAU.
PILOT'S PARACHUTE-NG 209 (NOTE UNDAMAGED SHOULDER HARNESS. ARROW POINTS,
TO CHUTE WITH DRAWAL LINE CUT BY GUILLOTINE...
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 FEB 64; P4B, HUNO: 149454; PILOT: RENEAU.
TOP HALF OF PILOT'S SCOTT PAN (NO 209) THUMB POINTS TO LUG SHOWING
DISTORTION.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 64 OPNAVINST, P3750-6E



VF-92 AAR 1-64 A encl. (9)

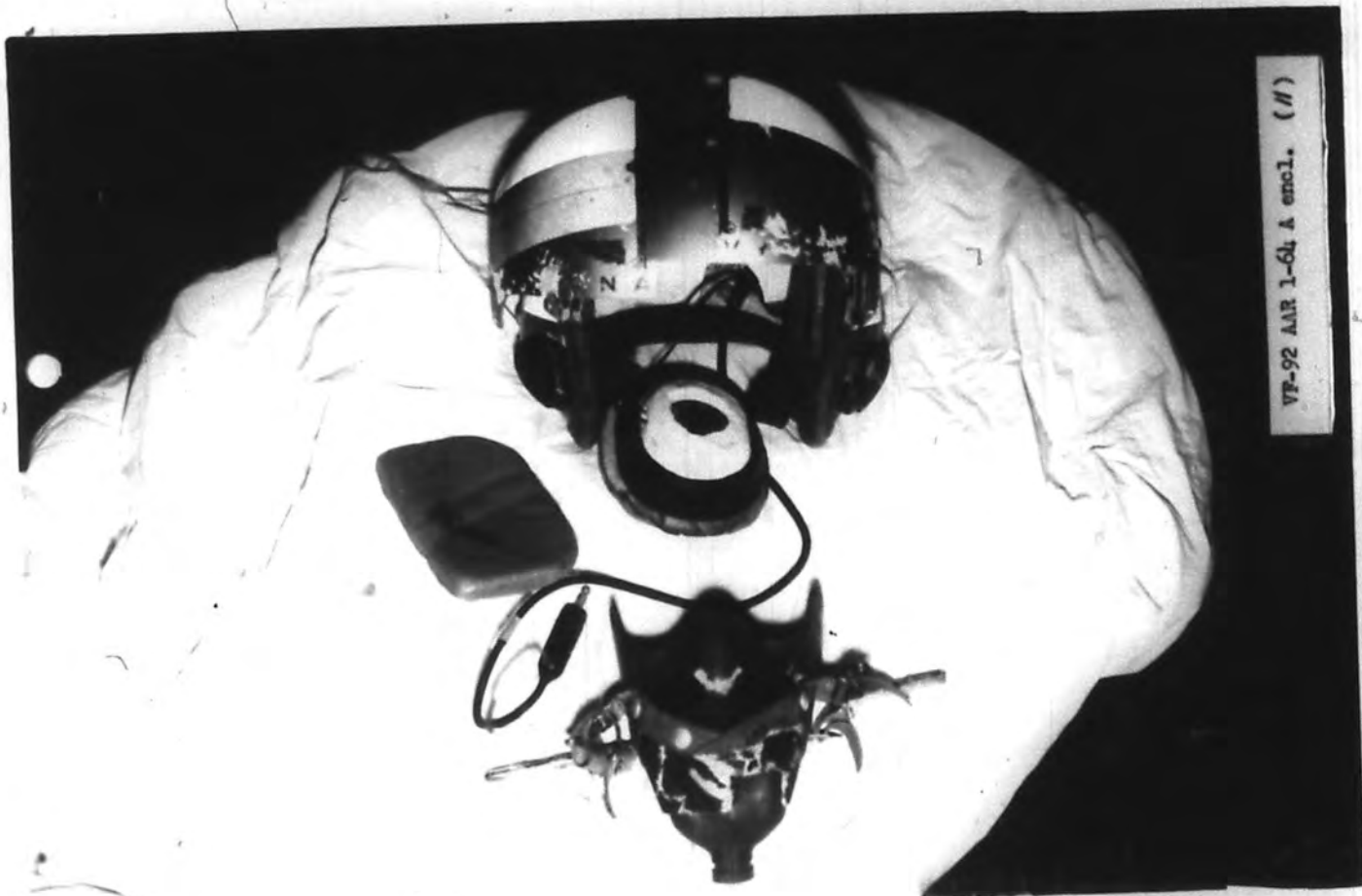
VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 FEB 64; F4B, HUNO: 149454; PILOT: RENEAU.
PILOT'S SCOTT PAN BOTTOM HALF. ARROW INDICATES CUT PORTION.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12FEB 64; F4B, BUNO: 149454; PILOT: RENEAU.
PILOT'S APH-5 HELMET (NG 209) ARROWS POINT OUT SCRATCHES 5 $\frac{1}{2}$ INCHES APART.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VP-92 AAR 1-64 A encl. (H)

VP-92 AAR SER:

VP-92 AAR SERIAL: 1-64A; 12 FEB 64; P4B, BUNO: 149454; PILOT: RENEAU.
PILOT'S HELMET AND OXYGEN MASK (NG 209) SHOWS IMPACT DAMAGE.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR 1-64 A encl. (12)

VF-92 AAR Serial:1-64A; 12 Feb 64; F4B, BuNo: 149454; Pilot: Reneau
Total debris recovered. Portion of 600 gallon centerline tank split at rear attaching lug.
Two high pressure air bottles. Portions of wing structure honeycomb. Nose tire.
Special Handling required in accordance with Para 66 OpNavInst P3750.6E.



VF-92 AAR Serial:1-64A; 12 Feb 64; F4B, BuNo: 149454; Pilot: Reneau
Aft tip of 600 gallon centerline tank showing damage from collision with under fuselage.
Special Handling required in accordance with Para 66 OpNavInst P3750.6E.



VP-92 AAR SER:

VP-92 AAR SERIAL: 1-64A; 12 FEB 64; P4B, BUMO: 149454; PILOT: RENEAU.
PILOT'S HELMET AND OXYGEN MASK (NG 209) SHOWS IMPACT DAMAGE.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPMVINST, P3750-6E



VP-92 AAR SER:

VP-92 AAR SERIAL: 1-64A; 12 FEB 64; F4B, HUNO: 149454; PILOT: RENEAU.
PILOT'S ACH-5 HELMET (NG 209) ARROWS POINT OUT SCRATCHES 5½ INCHES APART.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VP-92 AAR 12:

VP-92 AAR SERIAL: 1-64A; 12 FEB 64; P4B, BUNO: 149454; PILOT: RENEAU.
PILOT'S SCOTT PAN BOTTOM HALF. ARROW INDICATES CUT PORTION.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 FEB 64; P4B, HUNO: 149454; PILOT: RENEAU.
PILOT'S PARACHUTE-NG 209 (NOTE UNDAMAGED SHOULDER HARNESS. ARROW POINTS,
TO CHUTE WITH DRAWAL LINE CUT BY GUILLOTINE...
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VF-92 AAR SER:

VF-92 AAR SERIAL: 1-64A; 12 FEB 64; F4B, EUNO: 149454; PILOT: RENEAU.
PILOT'S PARACHUTE-NG 209 (NOTE UNDAMAGED SHOULDER HARNESS. ARROW POINTS,
TO CHUTE WITH DRAWAL LINE CUT BY GUILLOTINE...
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E



VP-92 AAR 12-1

VP-92 AAR SERIAL: 1-64A; 12 FEB 64; P4B, BUNO: 149464; PILOT: RENEAU.
PILOT'S SCOTT PAN BOTTOM HALF. ARROW INDICATES CUT PORTION.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OPNAVINST, P3750-6E